

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

- 2 JAN 1942

Date of writing Report **Oct. 15th. 41.** When handed in at Local Office **Oct. 17th. 41.** Port of **Hong Kong**

No. in Reg. Book. **66586** Survey held at **Hong Kong** Date, First Survey **Oct. 3rd.** Last Survey **Oct. 15th. 1941**
 on the Machinery of the ~~XXXXXX~~ **"YU SANG"** (No. of Visits **4**)

Tonnage { Gross **3357** Vessel built at **Newcastle** By whom **Swan Hunter & Wigham Richardson** Year. Month. **1934 9**
 Net **1986** Engines made at **Newcastle** By whom **- do -** When **1939 9**

Nominal orse Power **383** Boilers, when made (Main) **1939** (Donkey) **1939**

No. of Main Boilers **2** Owners **Indo-China Steam Nav. Co. Ltd.** Owners' Address **-**
 No. of Donkey Boilers **1** Managers **-** (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers **200** Port **Hong Kong** Voyage **-**
 in Donkey Boilers **100** If Surveyed Afloat or in Dry Dock **Dry Kowloon**

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **Docking, BS & TS**

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes**

" " Donkey " " " **Yes**

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Date latest date of internal examination of each boiler **M.Brs. 3-10-41 & D.Br. 8-10-41.**

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **200 lbs. 15-10-41**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **100 lbs. 15-10-41**

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes** , and of the Donkey Boilers? **Yes**

Did the Surveyor examine the drain plugs of the Main Boilers? **-** , and of the Donkey Boilers? **-**

Did the Surveyor examine all the mountings of the Main Boilers? **Yes** , and of the Donkey Boilers? **Yes**

Has screw shaft now been drawn and examined? **Yes** Is it fitted with continuous liner? **Yes** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **-**

Has shaft now been changed? **No** If so, state reasons

Has the shaft now fitted been previously used? **-** Has it a continuous liner? **-** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **-**

Date date of examination of Screw Shaft **8-10-41** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **Rewooded**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? **Yes**

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **No**

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **-**

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done **Complete.**

Vessel placed in dry dock, propeller, tail shaft, stern bush, sea valves and outside fastenings examined and found or placed in good condition.

All boilers examined internally and externally with safety valves, doors, mountings and fastenings and found or placed in safe working condition.

All boilers examined under steam and safety valves adjusted as above.

Main and auxiliary steam pipes above 3" examined and tested 400 lbs. sq. in.

New solid bronze propeller fitted. **J. STONE & Co. Ltd.**

Deptford 1940

2 6839 R.H.

Dia. 14'6" Pitch 13'6"

Surface 78 sq. ft.

Halifax

\$ Lloyd's Test 7-10-40

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 0,11, L.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., E.D. &c.)

The Boilers and Propeller Shaft of this vessel are in good and efficient condition and eligible,

in my opinion, to be continued as classed with fresh record of B.S. 10-41, and Tail Shaft seen

C.L. 10-41.

Survey Fee (per Section 29) **\$190.00.** Fees applied for **15/10/41**

Special Damage or Repair Fee (if any) **£** Received by me, **19**

Travelling expenses (if chargeable) **\$ 15.00.**

Committee's Minute

Assigned

35 10. 41

FRI. 23 JAN 1942

Engineer Surveyor to Lloyd's Register of Shipping.

Assistant Surveyor.

005412-005423-0075

BS due 9.41 held.
Screw shaft - examined & propeller removed.
Steam pipes tested.

It is submitted that
this vessel is eligible for
THE RECORD, BS 10.41
9. 10.41.

Note examination of sea
connections & examination & test
of main & auxiliary steam
pipes as per S.S. No. 2
due 9.42.

L.F.
10/1/42.



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